

KING COUNTY INTERNATIONAL AIRPORT INCIDENT REPORT

INCIDENT:

Fuel Spill

DATE OCCURRED 10/14/93DATE REPORTED 10/14/93TIME OCCURRED 0100TIME REPORTED 0330

LOCATION(S) OF OCCURRENCE:

Cargo Ramp

REPORTED BY:

Ameriflight Mechanic (Night foreman) Lee Smith

PHONE NO(S):

SUMMARY:

Ameriflight called to report that Beech 18 N432U was leaking fuel. Officer Legg responded and saw fuel leaking from the right mid-wing area. Officer Legg returned to the station, switched to FD2 and returned to the scene to contain the spill. Sgt Black called Chuck Kegley of Flightcraft to see if the plane could be defueled to stop further leakage. The owner/operator, Hugh Glassburn arrived at 0130. An attempt was made to locate the source of the leak. It appeared that fuel was running out of a drain valve and ran down the flap toward the wing root. Fifty oil sorb pads were placed in the area of the wing and two oil sorb booms were used to contain the spill. Sgt Black brought equipment and a spill kit to mop up spilled fuel. The 100 Gal spill drum was placed under the sump valve and the valve was opened to drain fuel out of the tank. This caused the wide spread dripping to stop. Both units returned to station. Mr. Glassburn left to get the mechanic. The mechanic lives near Paine Field and has no phone.

For purposes of inventory replacement, the following items used on this incident are noted below, along with the location from which they were obtained.

A. $\frac{1}{2}$ bale (50 sheets) of the 17"x19" 3M brand Oil absorbent pads. These were from the left rear compartment of FD#2. There are currently none left on the truck.

B. 2 of the 6" diameter by 12 ft long oil absorbent booms. These were obtained from the bag of 4 which were in the southwest pump house. One of these was placed across the spill under the left engine, the other was placed around the catch basin opening to prevent entry of fuel.

C. 1 bag (50 quarts) "ALFOB" brand, recycled paper particle absorbent was obtained from a pallet of the same located in the shop "bullpen". This was poured onto the standing fuel in the pavement valleys and depressions, and then swept up. The remainder of the bag was left on the scene, to use for final clean up of standing fuel after repairs are accomplished. (0500; last half of bag not used. Returned to Police/ARFF station.)

As of the time of this report, the fuel was still draining into the 100 gallon spill kit barrel; the spill area downstream of the left wing containment boom had been sprinkled with paper absorbent and swept, and the same area had been scrubbed with a CEJER/Water solution and then flushed with approximately 100 gallons of water.

(0500 10-14 Mr. Glassburn was contacted on the ramp. The following will take place to conclude this incident. He will transport the large drum, which contains approximately 20 gallons of Jet A, to his hangar at Paine Field and dump the fuel into his sumping tank. He will return the barrel to our Airport Police/ARFF station in the late afternoon today, 10-14. He will take the fuel soaked pads and boom also, and try to locate a legal disposal site. If he cannot, he will return them along with the yellow drum, for legal disposal. (and probable billing for doing so.)

OFFICERS:

ACTION:

LEB

JEB

BLC

SHD

JE

TKL

PEM

GO

PP

LGR

GCS

JRV

JW

JW

JW

JW

KCSlip4 35243

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